



BRIEFING: MAY 2015 BOARD MEETING AGENDA ITEM #2

TO: Chairman Richard and Board Members

FROM: Scott Jarvis, Chief Engineer

DATE: May 12, 2015

RE: Consider Providing Approval to Release the Request for Proposals for Design-Build Services for Construction Package 4

Background

The California High-Speed Rail Authority (Authority) was granted in statute the power to enter into contracts, which include the option for design-build contracts in Public Utilities Code, section 185036. In June 2013 the Authority awarded a contract for design and construction of Construction Package 1 (CP 1), the first 29 miles of the First Construction Segment (FCS) of the California High-Speed Rail System. In January 2015 the California High-Speed Rail Authority Board (Board) approved the recommendation to enter into a contract for design and construction of Construction Package 2-3 (CP 2-3), the next 60 miles of the FCS. Authority staff is currently conducting negotiations with the Apparent Best Value Proposer and an executed contract is anticipated in May of 2015. The progress made to date with design and construction of CP 1 and the anticipated contract execution for CP 2-3 represent meaningful steps towards the goal of successful completion of the FCS and delivery of the overall program.

Construction of the FCS involves design-build contracts for the final design and construction of all high-speed rail trackway civil infrastructure up to the top of ballast track. The Authority has started a two-phase procurement process for the third of the design-build contracts, designated as Construction Package 4 (CP 4), which will extend approximately 22 miles in length through the Central Valley and will include at-grade and aerial structures including viaducts, bridges, and underpass and overpass structures.

Five teams submitted Statements of Qualifications (SOQ) in response to the Request for Qualifications (RFQ) issued for CP 4 by the Authority in November 2014. These SOQs went through an extensive review and evaluation to establish the most qualified teams based on project experience, team organization and technical competency, project understanding and other key factors.

The RFQ phase is now complete, and all five world class teams are now invited to participate in the second phase Request for Proposals (RFP). The five teams (in alphabetical order) are:

- California Rail Builders: Ferrovial Agroman US Corp.
- Central Valley Connection Builders: FCC Construcción S.A. and Corsan-Corviam Construcción S.A.
- Dragados/Flatiron Joint Venture: Dragados USA, Inc. and Flatiron West Inc.
- Salini Impregilo/Security Paving Joint Venture: Salini Impregilo S.p.A. and Security Paving Company, Inc.
- Tutor Perini/Zachry/Parsons a Joint Venture: Tutor Perini Corporation, Zachry Construction Corporation and Parsons Transportation Group Inc.

The proposals submitted by the teams in response to the RFP will be thoroughly evaluated and scored to determine the team offering the best overall value. As with CP-1 and CP2-3, the scoring will be weighted 30% on technical and 70% on price. A recommendation to the Board to enter into a design-build contract with the selected team is presently expected to take place in late 2015 as noted below.

Discussion

Authority staff seeks approval for the Term Sheet, Stipend, and to release the RFP for CP 4. To aid the Authority in the final development of the RFP documents, a Term Sheet containing a summary of the major material terms and conditions for the CP 4 design-build contract was developed and is concurrently presented to the Board for approval.

RFP Elements

CP 4 now extends approximately 22 miles through the counties of Tulare and Kern and the cities of Wasco and Shafter. CP 4 is presently bounded by a location approximately one mile north of the Tulare/Kern County Line to the north and Poplar Avenue to the south, and major work elements in this segment include construction of at-grade and aerial sections of high-speed rail alignment. A copy of the RFP documents are presented to the Board by the links accompanying the Term Sheet, which now includes an updated estimated cost of \$400-\$500 million.

Scope of Work

The RFP includes a description of CP 4 and the associated work based on the Final Fresno to Bakersfield environmental documents and Notice of Determination/Record of Decision. Presently, CP 4 is composed of three alignment subsections: (1) Allensworth Bypass; (2) Poso Creek; and (3) Wasco-Shafter.

The work, services, labor, and materials to be provided and performed by the design-build Contractor include, but are not limited to, the following general categories of scope: Scheduling; Utility Investigation, Coordination, Protection, and Relocation; Demolition and Clearing of Right-of-Way; Code Assessment; Completing, Coordinating, Securing Approval, and Executing

Final Permitting and Utility Agreements; Survey and Mapping; Subsurface Investigations; Geotechnical Engineering and Seismology; Final Design; Estimating; Value Engineering and possible accepted Alternative Technical Concepts (ATCs); Environmental Mitigation and Environmental Commitments as applicable within the limits of CP 4; Construction; Quality Control and Quality Assurance for Design and Construction; Community Relations; Quality Inspection and Testing; Construction Safety and Security Program; Preparation of CADD As-BUILTs, inclusive of Consolidated Service Drawings; Interface Coordination for In-Scope Works as well as future Works by Others; Coordination with Jurisdictional Authorities (governments, public, and private entities such as utility companies, CPUC, FRA, Caltrans, etc.); Coordination with Adjacent Railroads (i.e., BNSF); Coordination with Local Communities; and, Coordination with Adjacent High-Speed Rail Works. The contractor will also provide other related services associated with the design and construction of the project and necessary to ensure the Project's ultimate readiness for high-speed passenger rail operations. The RFP more clearly delineates the project limits and scope of work responsibilities described above.

Current RFP Schedule

Pending approval to release the RFP by the Authority Board, Federal Railroad Administration and Department of Finance/CA Public Works Board, the anticipated schedule for the procurement is as follows:

<i>Activity</i>	<i>Deadline</i>
Issue RFP	Wednesday, May 27, 2015
Industry Forum	Wednesday, June 10, 2015
Proposal Agreement Submittal Due Date (Stipend)	Friday, June 12, 2015
ATC Outline Deadline for Pre-Review	Monday, June 22, 2015
Deadline to Submit Agenda for One-on-One Meetings	Wednesday, July 8, 2015
Meetings with Potential Proposers regarding ATC Submittals	July 13 - 15, 2015
One-on-One Meetings with Potential Proposers	July 22 - 24, 2015
Deadline for Proposer Questions (RFIs) for Initial Release (Any Addenda will have new RFI deadlines)	Tuesday, July 28, 2015
Follow-up Meetings with Potential Proposers regarding ATC Submittals	Friday, July 31, 2015
ATC Submittal Deadline	Friday, August 7, 2015

<i>Activity</i>	<i>Deadline</i>
Mandatory Department of Labor EEO and AA Seminar and Authority Small Business Program Seminar	TBD
Deadline to Submit Changes to Proposer Teams for Authority Approval	Friday, September 11, 2015
Additional One-on-One Meetings with Potential Proposers	TBD
Proposal Deadline	Friday, October 16, 2015
Deadline to Submit Escrowed Proposal Documentation (See <u>Section Error! Reference source not found.</u>)	3 rd Working Day following Proposal Deadline
Anticipated Contract Award (after Authority Board and other approvals)	November 2015
Contract Negotiation and Execution	December 2015–January 2016

The schedule may be altered based upon developments during the procurement.

Stipend

To partially compensate for the cost of the preparation of the proposals submitted and to secure the benefits of their work product, the Authority can pay a stipend to those proposer teams not awarded the contract. As was the process for CP 1 and CP 2-3, Authority staff recommends a stipend be paid for each responsive proposal submitted to the Authority by any qualified Offeror that is not awarded the contract or in case of termination of the RFP, proven costs not to exceed \$2 million.

Recommendation

Staff recommends Board approval of the Term Sheet and Stipend for Construction Package 4, as well as approval for the issuance of the RFP pursuant to the terms in the attached Board Resolution #HSRA 15-09. Said approved terms and stipend will be incorporated into the RFP and issued by the Authority in late May 2015.

Attachments

- Resolution #HSRA 15-09
- Term Sheet for CP4